

Public Symposium Comments

Name

Station #:

Jerry Staeger

I live one block north of Big Beaver (Newport Ct.). I walk to shopping at Somerset mall during non-rush hour (1/2 mile). Sometime I walk to work related seminars at Somerset during rush hour (3/4 to 1 mile). During rush hour, drivers have come close to hitting me at Cunningham and Big Beaver plus Coolidge and Big Beaver even though I have the traffic light and walk quickly – some drivers do not exercise caution or even resent pedestrians.

Would prefer to consider lower cost options, or at least try these first.

Laura LaChapelle

Reduced speed limit during specified, high-pedestrian traffic times to encourage more walking (similar to school zone signs).

Fit bit pedometer – set up a group and encourage locals to walk/participate in challenges in Troy. Can also be used to announce events get more people walking.

Merchant Halloween – merchants set up tables for kids to trick or treat. Trusted atmosphere and business exposure. Encourages walking and becoming familiar with local businesses.

Cynthia Wilsher

Station 6: Love elevated walk ways with art effect, not constructions type – ugly! Make it art! We don't have a downtown/Main Street so let's use art as a start for the whole city. Start with "Welcome to Troy" not in signs – something classy. Clawson is the little town with the Big Heart – we could be art. Get the Art Instituted on Stephenson and Maple to work on something. Loved our Beaver art and paintings. These were good starts, let's keep it going with art installations all through Troy by individuals and companies supporting this.

Station 4: Loved colored intersections and timed crossings.

Station 5: Need sidewalks and other transportation to make walkable. Need visible crosswalks and education for public.

Nancy Johnson

Station 4: I really like the red and blue crossing. It is very senior-friendly. This would be a good way to set Troy apart from other cities. This crossing could also be used at the main entry points to the city letting people know they are now entering the City of Troy.

Dick Beaubien

Station 4: High visibility cross-walks invisible to motorist at 45 mph. Consider pedestrian countdown signals.

Station 5: Underpass lighting should be pursued. Noise reduction not a priority.

M.A.

Station 4: Consider road features that slow down motorists. Countdown timers are the best solutions.

Station 2: Public transit: have a continuous public service on Big Beaver and on the Ring Road mentioned on page 54 for community connectivity. Integrate bus stops into the side parking proposal. Integrate bike lanes.

N/A

Station 5: Fix the sidewalk! It's all cracked needs repair. Clean up the bottles and sand "garbage".

N/A

Station 3: A. or B. are practical solutions, only at current traffic light.

Station 6: Too high in cost, not practical.

Mitch Huber

Station 5: Use multiple solutions to improve the underpass. Widen the crosswalk, reduce noise, and increase lighting.

Tracey

Station 3: Moving the push cross buttons back and pedestrian sky walks.

Terry Knight

Station 3: Bike paths and reduced speeds on Big Beaver.

N/A

Station 7: Pedestrians have the right of way in Troy, this should be an ordinance enacted by council with heavy fine for violators.

Carol Kasprzak

Station 7: More dedicated crosswalks along the entire corridor. Map where folds actually cross and site them there. Under I-75 use native plantings, benches, local artists "graffiti" on concrete walls. Wouldn't be opposed to small land acquisitions to install pocket parks along corridor. Saw this event on Facebook, but could not find on the city's web calendar.

Dave Lambert

Station 7: Pedestrian walkways under I-75 at Big Beaver interchange needs to be a top priority – safety and landing. Strongly consider lowering speed limit on Big Beaver to promote a more walkable environment.

N/A

Design for possible future construction of a light rail system. Design for friendly interactions between bicyclist and walking pedestrians. I-75 overpass – agreed, not friendly. Concentrate on K-Mart HQ use such as multi-story affordable condos.

N/A

Pedestrian activated grade-level crosswalk along Big Beaver are the most expedient solution. Crosswalks at existing spinal points.

N/A

Textured crosswalk/intersections are very uncomfortable for people in wheelchairs. Pedestrian activated flashing signs are needed at all freeway entrance/exit points.

Mr. Savage

Rochester Road still dangerous, Harland Road no sidewalk from West Trombley through Livernois to connect to city center. Big Beaver is a personal agenda, large families, not young people with cars face obstacles. This is concentrated on what businesses, not people, want. This is a waste of resources.

N/A

We need a "downtown" area or at least comfortable walking from Dequindre to Adams. Troy should be as cozy as Birmingham or Rochester.

Matt Binkowski

Station 7: Need more pedestrian crossings, either at-grade or above/below grade. Bike lanes would be great.

N/A

Station 5: Overpass at Rochester Road and I-75 has a sidewalk to get under I-75, but then no sidewalk on south bound Rochester on west side of road. Bikes can't get around exits easily.

Sonia P.

I just read the article in the Troy Times about the pedestrian-friendly project along Big Beaver/Rochester area. I am ecstatic!!! We just moved to Troy last year with our young family. We live just north of 16 and we like to walk and ride bikes, but it's very scary especially with young children with all the crazy traffic. I recently heard they are building a Fresh Thyme Market in the Rochester and 16 plaza and my first thoughts were "Oh, we can ride bikes to the new market when it opens" and I quickly realized we would be lucky to get there in one piece. There is hope now with this project. I love, love, love this city. Best move we made. Troy has soooo much to offer and with this new people friendly project underway, it will only get better. Way to go troy.

Ron C.

Big Beaver Road, along with most other Troy main roads are not pedestrian friendly or bicycle friendly. Drivers are uncaring and inattentive when they encounter a pedestrian or bicyclist. I believe that drivers should be educated in areas of law, pertaining to pedestrians, which a driver must obey.

- Instruct drivers that they are required to stop behind the white line at an intersection. Persons crossing legally on a "Walk" signal are likely to be struck, since stopped traffic in other lanes may block the view of a pedestrian or bicyclist. Instruct the police to give tickets to these drivers, or expect more pedestrians to be hit in intersections.
- The same problem applies to drivers exiting establishments.
- Instruct drivers making a right or left turn on a green light yield to pedestrians.
- "Pedestrians Have the Right of Way" is a joke in Troy. In Troy it is "Pedestrians Get Out Of the Way". (Maybe the signs should read "The City of Tomorrow... Today...Pedestrians Get Out of the Way".
- Troy should learn from Toronto. Toronto has laws that give pedestrians the right of way at all times. These laws are enforced. Drivers that fail to yield to pedestrians are ticketed.
- Ask the police how many tickets have been issued for pedestrian related violations such as not stopping behind the white line, not yielding to a pedestrian in the crosswalk etc.

Joe Folk

I am a resident of Troy and while I don't necessarily live near the Big Beaver corridor, I would like to see that area of the city have a pedestrian friendly atmosphere. I also consider bicycle access to be desirable. Here are my suggestions and thank you in advance for your time.

Suggestion #1: Considering the high volume of automotive traffic on Big Beaver, I think it would be a good idea to have a cohesive walking path that is not necessarily right along the roadway. Traditionally sidewalks and such are very close to the road, but my suggestion would be to create paths that are connected, but also closer to the storefronts and restaurants that are in this area. Essentially moving the pedestrians away from the high speed traffic and closer to the businesses

Suggestion #2: In designing the pedestrian paths, please also give consideration for bicycle traffic. This can be as simple as making the paths wide enough to accommodate both pedestrian and bicycle traffic and having painted lines and symbols to denote it or it can also possibly include separate paths or paths that run parallel by are divided by landscaping or other. Bicycle traffic can be further encouraged with the presence of bicycle parking (aka bike racks) near some of the businesses. I'd love to see a city bicycle trail along here with convenient parking at a trailhead for cars (can probably use existing parking lots in this area). If the bike path were not close to the high speed auto traffic, I could definitely see driving down there from my home in Northern Troy for a family bike ride and a casual stop for lunch at a restaurant along the way.

Suggestion #3: Pedestrian bridges seem to be a good idea for safe pedestrian crossing of Big Beaver and other major roads in this area. These are used in many other areas around the world. I know that there are a couple of pedestrian bridges in Pontiac, MI. When designed well, they can even be quite beautiful. If pedestrian bridges are included in the master plan, I would suggest that they be designed with ramps and not just steps to allow for wheelchair accessibility and also bicycle access.

Suggestion #4: In a few areas of the world, circular pedestrian bridges have been used for safe pedestrian crossing at busy intersections. While I am absolutely NOT a fan of roundabouts for automotive traffic management, the idea works well for pedestrian traffic in a bridge concept. One of the more famous ones is the "Hovenring" which is in the Netherlands. The suspended design of this bridge might not work well with Troy's existing traffic layout (requires a tower or spine right in the middle of the intersection), however, circular pedestrian bridges do not have to be a suspended design. You can search for "Hovenring" on the internet and find many pictures of this. Another circular pedestrian bridge is the "Lujiazui Circular Pedestrian Bridge" which you can also search for images on the internet. This design is not a suspended bridge design like the Hovenring so it illustrates different ways such an item can be constructed. I've also seen circular pedestrian bridges in Japan when I have been there on business travel including one that was covered with a roof providing weather protection as well.

Suggestion #5: Consider adding benches for sitting along a major pedestrian walkway and possibly even a picnic area. Consider landscaping and such so that it is not a boring walk when travelling the areas between businesses. However, as I said in my first suggestion, make design considerations that move the pedestrians closer to the businesses and away from the road traffic.

Rob Arkenburg

An Italian Style Autogrill bridge across big beaver. The bridge would be a destination with it's own shops, cafes, restaurants along the side(s) along with a pedestrian walkway similar to the Somerset Pedestrian bridge. Covered stairs and escalators on both sides would take people up and down on both sides. Once on the bridge, people could dine, drink coffee etc. while watching the traffic go by along Big Beaver.

Similar to Toronto, an underground shopping, dining district that would connect both sides of Big Beaver.

Gerry Connell

Responding to the notice of the Symposium on Oct. 1, 2014, I feel strongly that any costs incurred by any action taken for pedestrian traffic on Big Beaver be the responsibility of the businesses involved.

Big Beaver Road Pedestrian Symposium

Big Beaver is built to handle vehicles. People drive to the establishments EXCEPT for the businesses that may want the convenience of their employees using the shops on the other side. Has anyone taken an actual count of the people crossing Big Beaver, and please don't say "build it and they will come".

Being able to walk across Big Beaver does not enhance the value of my home or living conditions. Please do not spend any tax dollars toward this project.

Gerald Rice

How about a pedestrian bridge? But not just something to get people across the road, something that would be heralded as a beautiful work of architecture? Something that might be somewhat of a destination itself? We already have one down the street at Somerset, there's no reason not to do more. Here's an example of one that has been proposed in Nashville, it appears as though it leads right into a shopping district and blends seamlessly into the surrounding area.

John Rogers

When considering pedestrian-friendly crossings on Big Beaver Rd in Troy, please consider the following:

- Combining pedestrian and bikes to the same egress corridor – is the goal to get people to come to the corridor and shop, eat and hang out?
- If bikes are included in the planning this will bring more people to the Big Beaver Corridor possibly providing separate egress facilities for bikes on the crossings.
- Add Bike access (bike lanes or space within a lane of traffic) to the Big Beaver East and West corridor currently not available since it is safer for bike to ride on the roadway than sidewalk with pedestrians
- Try to consider the big picture and provide an access corridor that allows easy movement for pedestrian and bikes without preventing traffic flow (over pass) – or round about. Denmark is very bike friendly, they installed the Hovenring.

Troy has a very unique opportunity in SE Michigan to be a leader in bike and pedestrian friendly infrastructure. As I watch the significant road work in Troy I wonder, when will the City Leadership begin to embrace other forms of transportation? This Big Beaver Corridor is the next chance for a change.

I see people exercising around their immediate neighborhood but the City does not have any corridors to tie the East, West, South and North neighborhoods.

Robert Gagniuk, Friedman Real Estate

We have large tenants coming in and we're having to build/renovate our buildings to include restaurants because it is too busy and too difficult to get to the few amenities nearby. (Troy Office Center, Drummer Building, North Troy, Wilshire). This project is an economic project, our biggest issue that tenants ask (technology companies especially), is it walkable to a Starbucks? It's a hassle to get around. Our clients and the young professionals want a walkable area. A trolley would be a perfect solution.

N/A

John R. and Big Beaver have nowhere to cross. The attitude of the driver is that the pedestrian can wait.

N/A

Big Beaver Road Pedestrian Symposium

Parking and walking around near Somerset Collection is weather dependent, and even with nice weather people would prefer to be outside. A bike riding/ride share opportunity would work well in the area.

N/A

I could raise my rent by \$3.00/square foot if there was better pedestrian destinations and pedestrian accelerators. This is a huge economic opportunity and would make my business more successful if there was mixed-use and a more downtown experience. It needs to be all tied together and I guarantee we would see property value skyrocket and businesses wouldn't be able to move here fast enough.

N/A

Put the traffic crossings where the lights are already. Make it simple, don't add new mid-block crossings.

N/A

Housing options without multi-level flats, you projects should be about people, not business.